dyers, by the Lancashire and Yorkshire Company, the evidence for the claimants went to prove that they would suffer to the extent of from 1,000*l.* to 1,500*l.* by the loss of light and ventilation; that the value of 4,190 yards of land required by the Railway Company would be 838*l.*, being 4*s.* per yard; and that the loss by severance, upon the rest, 11,673 yards, would be 875*l.* 9*s.*; being 1*s.* 6*d.* per yard. An arrangement was come to with respect to the loss of light and ventilation, and the jury, in reference to the land required, gave a verdict for the claimants—damages, for 4,190 square yards of land, 2*s.* 6*d.* per yard, or 523*l.* 15*s.*, and for injury by severance, 150*l.* —— What will competition do? says a contemporary. The London and North-Western and the East Lancashire are rival lines. The North Union used to charge 6*s.* first class, 4*s.* second-class; 3*s.* 3*d.* third-class. The present fares are 1*s.* 9*d.*, and 6*d.* ——Perhaps many are not aware that the Great North-Western have still competitors in the shape of canal fly boats which ply regularly between London, Birmingham, Wolverhampton, Liverpool, Manchester, Stafford, "and all parts of the kingdom."——It is said that the engine manufactory of the North-Western at Crewe, turns out a new locomotive and tender every Monday morning——The atmospheric tubes on the South Devon line are about to be sold as old iron.——A novelty in railway excursions is to come off in May, namely, a trip between Dublin, London, and back, for two guineas, *viâ* the Chester and Holyhead and the North-Western.——It is stated that one half the receipts of the Bristol and Exeter have been offered to the Great Western if they would work the traffic, but that the proposition was not entertained by the Paddington authorities. ——The directors of the Great Western, says the *Times*, have at length found that the abolition of 'return-tickets,' more especially on short distances, has tended considerably to decrease the traffic on the line, and on and after the 1st of May it is their intention to reissue return-tickets, for the day only, to be available until 12 o'clock at night. The reduction will be 25 per cent. on the single journey, that is, the cost will be a fare and a half for a return-ticket. No return-tickets will be issued for third-class trains.——The South-Western have adopted the system of second-class season tickets, and made a reduction in charge on first-class tickets, 'to encourage residents in the vicinity of their railway.'—— While clearing away old buildings at the Landport joint terminus, Portsmouth, four workmen were lately buried under the wall of a house, which they persisted in further undermining, although warned of the risk.—— The opening of railway communication between Edinburgh and Galashiels has had the rather odd effect of opening up an insatiable demand at Galashiels for milk from Edinburgh: think of London supplying a country town or village with milk! Coal and other articles of general consumpt have also been greatly cheaper at Galashiels, since it has had the advantage of railway communication. ——The post-office authorities have authorised the opening of post-office letter-boxes at every 'first class' railway station in the kingdom. ——With reference to late proceedings, there has been some talk in the Houses of Parliament about the appointment of a more effectual system of auditing railway accounts. Mr. Labouchere stated, that if a measure did not emanate as he expected from a Committee of Lords now sitting, he should himself submit to the Commons a measure on the part of Government to that end. Some of the disclosures recently have been startling.

PARIS EXHIBITION OF MODERN ART.—The National Assembly has determined that the annual exhibition of the modern productions of art shall take place in the ci-devant palace of the Tuileries, now named the "Palais National." It will not open before the 15th of June. The Exposition of Industrial Art will open June 1.

COAL TAR.—Mr. R. A. Smith, of Manchester, has obtained a patent for some improvements in the application and preparation of coal tar, which are described to consist in the preparation and application of coal tar to coating the interior surfaces of water-pipes.

THE MINER'S LIFE.

We take the following graphic sketch of the discomforts and perils which environ the miner, from a recent article in the *Times*:— A large and increasing part of the British population lives a hazardous, uncouth, and cheerless life in the bowels of the earth, further than Lynceus ever saw, and deeper than Cyclops ever descended. So little are we, of this upper earth, accustomed to dive below the surface, that in order to form any idea of the level at which a collier does his daily work, we must measure it by something above our heads. We must suppose our wives and children on a level with the cross of St. Paul's, perhaps twice or even three times higher, and ourselves daily descending by ropes to the sewers of this city. We shudder at the thought of hardy islanders suspended over the precipice in quest of birds' eggs. The collier's descent is often deeper, and his doom, should he fall, more certain. Should he miss a step at the "bank," should the rope break in his descent, should a wheel in the engine be out of gear, or a peg out of place, or should the boy at the pit's mouth be inattentive for a moment, the next instant basket, rope, and man lie an undistinguishable mass at the bottom of the shaft. But that is only one, and not the greatest of his dangers. The miner moves in an atmosphere into which a million chinks and pores distil a deadly vapour. The very air he breathes is a magazine of destruction. Wherever he extends his labours he lays bare a new surface, and starts a fresh foe. In these upper regions the natural currents of the air diffuse and carry off all noxious effluvia as fast as they arise; but the natural atmosphere of these wonderful vaults is itself a poison, and the vital air we breathe must be artificially introduced, in quantities sufficient, not only for human consumption, but for the expulsion of local gases. A strong current of fresh air must be brought down a shaft, conducted through the whole mine, carefully sweeping every corner and recess, and so passed up another shaft to the surface. If this current is insufficient, or accidently interrupted, the foul vapours accumulate, and a naked candle, a spark, or a lighted pipe explodes the whole mine, burning, suffocating, or dashing to pieces every living being in its range. The explosion which drives out by the pit's mouth the whole mass of air within entails a reaction not less deadly. The "after-blast" finishes the work of destruction. The list of perils is not complete unless we add that everywhere are suspended over the collier's head vast masses of material ready to fall and bury him at his work.

THE AMERICAN BOWLING SALOON.

DECORATION.

A LARGE apartment at the back of 393, in the Strand, formerly an auction room, has been suddenly converted, at some cost and with considerable taste, into a handsome saloon for bowling on the American system. The walls are formed into panels, containing pictures and glasses, by pilasters, with other segmental panels above, containing children and scroll-work on a maroon ground. The ceiling is in panels and painted medallions,—bas-reliefs, wreaths of flowers, &c. fill various spaces. It is lighted by skylights, and tastefully fitted up. At the far end are casts of the Graces and the Nymphs of Canova, Diana, Ceres, &c. It is altogether a clever piece of decoration of its kind, and very creditable to Mr. C. Norwood, of Hoxton, by whom it has been executed.

THE LOUVRE.—The wing of the Louvre called the Gallery of Apollo is undergoing extensive repair, and a great number of workmen are employed in it. The timbers of the roof were found so much decayed that the entire reconstruction became necessary. Visitors to Paris before the Revolution of February may recollect the statue of the unfortunate son of Louis Philippe, the Duke of Orleans, adorning the centre of the Court of the Louvre. This has been removed, as offensive to republican notions, and preparations are making to transport the fountain of the "Marché des Innocens" to replace the statue, which is, *for the present*, condemned to oblivion.—*Art-Journal.*

Books.

The Ecclesiastical and Architectural Topography of England. Parts I. and II.—J. H. Parker, Oxford and London.

IN Mr. Parker's late excellent edition of Rickman's work, the brief notices of churches which were given by that author were omitted, with the intention of publishing them separately, with such additions as should render the list a complete dictionary of the ecclesiastical edifices of England. This intention is now being carried out under the title at the head of this notice. Each part contains one county (No. I., Bedfordshire; II., Berkshire), and it is intended to publish the succeeding parts at the rate of four in the year. Buckinghamshire will form No. III.

Outlines of General Knowledge. By H. INCE, M.A. *Ince's Outlines of English History. Ince's Outlines of French History.* Gilbert, Paternoster-row.

Very useful little books, well deserving the circulation they have obtained.

Miscellanea.

THE METROPOLITAN SEWAGE MANURE COMPANY held their usual half-yearly meeting on Tuesday last, when the reports of the directors and engineer were read and adopted, after a somewhat lengthened discussion. The report of the directors congratulated the shareholders on the amicable relations established between the company and the Metropolitan Commission of Sewers, and the permission given them to communicate, by means of a pipe, with the Ranelagh sewer, and with the Eel Brook and Stamford Villa sewers. By these arrangements the company would be enabled forthwith to carry out its operations within the Fulham district, without incurring the large outlay that would have been required had they proceeded to the construction of the tunnel sewer. Contracts had been entered into with market gardeners for the supply of about 100 acres, for 70 of which service pipes were being laid. Recriminations and explanations were entered into as to the treatment of Mr. Moir, the late secretary of the Company, who had been defied, it was alleged, to 'do his worst,' and who accordingly did his worst, by taking the company to law, at a cost to them of 600*l.* to his legal supporters, besides several hundreds to their own solicitor, and 400*l.* a-year as salary to himself. He had then, as a shareholder, thrown the company for contravening their Act of Parliament, into Chancery. During the discussion it was elicited that more than half of the nominal capital of 175,000*l.* had been taken up. On the whole, although the 'bandying of reproaches,' as one shareholder termed it, was still considerable on various points, there did not appear to be so strong an *animus* against the proceedings of the directors as at the last general meeting.

THE DIORAMA.—The new view at the Diorama, "the Valley of Rosenlaui" in the southern part of the canton Berne), painted by M. Diosse, is a pleasing picture of mountain scenery, diversified by the effects of a storm in the Alps. When the clouds are clearing off and the returning sun gilds the highest peaks of the mountains, the view is at its best and exceedingly effective. The second picture, "the Church of Santa Croce," at Florence, was exhibited some years ago, but is none the less deserving of a visit. The changes in light and shade are quite marvellous. From the broad light of day, shewing every tile with which the immense area is paved, and every stone of the Corinthian columns which form the numerous chapels down the aisle, to the deep darkness of midnight, when a few candles bring into view merely one altar, the figure of the Virgin, and a few projecting cornices, the various gradations are exhibited with such surprising effect that it is difficult to believe we are gazing on a picture painted on a perfectly flat surface of canvas.

ROYAL ACADEMY.—The following gentlemen have been recently admitted as architectural students, namely, Messrs. F. C. W. Anderson, James Brooks, Richard Norman Shaw, Horatio Nelson Goulty, Harry Robert Newton, John Nicholls, Cyril Jackson Stafford, and Sidney Godwin.

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